

Chapter 15A-04 - ZONE DISTRICTS

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Chapter 15A-04 - ZONE DISTRICTS

15A-04-01 Purpose.

The City designates land use zone districts to promote compatibility between land uses, buildings and structures, efficient use of land, transportation options and accessibility, and crime prevention and safety. The districts classify, regulate, and restrict uses, as well as combine uses and encourage the location of compatible land uses close to one another. The district regulations provide development standards pertaining to the intensity of land uses and development, density, height, bulk of buildings and structures, area of yards, and other open areas between buildings and structures.

15A-04-02 Table of Minimum Areas for Establishment of Non-Residential Districts

District Classification	Minimum Area Required to Establish District	Special Conditions
CBD District	1 acre	-
Automall District	1 acre	-
RC District	2 acres	Shall be adjacent to the State Street, Interstate 15, and 9000 South commercial corridors.
CC District	5 acres	Shall be located on an arterial or major collector street, preferably at an intersection of such streets.
CN District	3 acres	Shall be located on at least a major collector street and in a location that is conveniently accessible from its service area.
CN(HSN) District	10 acres	Shall be located within or bordering the State Street, 9000 South, and 700 East commercial areas of the Historic Sandy Neighborhood.
BC District	1 acre	Shall be limited to 700 East corridor from the northern city boundary to 9000 South. When an arterial or collector street, or portion thereof, is designated for BC District zoning, all commercial zoning for parcels that front on such street shall be BC. If a parcel has additional frontage on another street, the BC regulations shall apply.

CvC	2 acres	Shall be located on a minor collector or larger street.
HBD	1 acre	Shall be limited to the original square mile within the traditional business district area, as located on Main Street and Center Street.
LC	2 acres	-
PO	1 acre	-
ID	1 acre	-
TC (Transit Corridor)	1 acre	-
RD District	1 acre	-
SD District	1 acre	-
MU District	-	-

15A-04-03 Residential Districts

A. Agricultural

Abbreviated Designation	Zone District Name
A-1	Residential/Agricultural District A-1

B. Single Family Residential

Abbreviated Designation	Zone District Name
R-1-40	Residential District R-1-40
R-1-30	Residential District R-1-30
R-1-20	Residential District R-1-20
R-1-15	Residential District R-1-15
R-1-12	Residential District R-1-12
R-1-10	Residential District R-1-10
R-1-9	Residential District R-1-9

Abbreviated Designation	Zone District Name
R-1-8	Residential District R-1-8
R-1-8(INF)	Residential District R-1-8 Infill
R-1-7.5(HS)	Residential District R-1-7.5 Historic Sandy
R-1-6	Residential District R-1-6
MH	Mobile Home District

C. Single Family Residential in a Planned Unit Development or Special Development District

Abbreviated Designation	Zone District Name
PUD	Planned Unit Development PUD (density per acre)
RD	Research Development District
SD(Smart Dairy)	Special Development District Smart Dairy
SD(R3.75)	Special Development District Residential SD(R3.75)
SD(R2.3)	Special Development District Residential SD(R2.3)
SD(R2.0)	Special Development District Residential SD(R2.0)
SD(R-1-15)	Special Development District Residential SD(R-1-15)
SD(R-1-10)	Special Development District Residential SD(R-1-10)
SD(R-1-9)	Special Development District Residential SD(R-1-9)
SD(R-1-8/PUD)	Special Development District Residential SD(R-1-8/PUD)
SD(R-1-7)	Special Development District Residential SD(R-1-7)
SD(R-2-A)	Special Development District Residential SD(R-2-A)
SD(PO/R)	Special Development District Professional Office/Residential
SD(CC/PUD/R)	Special Development District Magna Development SD(CC/PUD/R)

D. Multi-Family Residential

Abbreviated Designation	Zone District Name
RM	Residential Multi-Family District
PUD	Planned Unit Development (density per acre)

15A-04-04 Commercial Districts

Abbreviated Designation	Zone District Name
CBD	Commercial - Central Business District
CBD-P	Commercial - Central Business District - Parkway Sub-District
CBD-0	Commercial - Central Business District - Office Sub-District
CBD-A&C	Commercial - Central Business District - Arts and Culture Sub-District
AM	Commercial - Automall
RC	Regional Commercial District
CR-PUD	Planned Unit Development - Commercial
CC	Planned Center-Community District
CN	Planned Center-Neighborhood District
CN(HSN)	Planned Center-Neighborhood District Historic Sandy Neighborhood
BC	Boulevard Commercial District
CVC	Planned Center-Convenience District
CV	Village Commercial District
LC	Commercial - Limited Commercial District
SD(Harada)	Special Development District Harada
SD(Smart Dairy)	Special Development District Smart Dairy

Abbreviated Designation	Zone District Name
SD(CC/PUD/R)	Special Development District Magna Development SD(CC/PUD/R)
SD(C)	Special Development District Professional Office SD(C)
SD(CN)	Special Development District Commercial SD(CN)
SD(CvC)	Special Development District Commercial SD(CvC)
SD(Union Heights)	Special Development District Union Heights
SD(The Gardens)	Special Development District The Gardens

15A-04-05 Mixed Use Districts

Abbreviated Designation	Zone District Name
SD(MU)	Special Development District Multi-Use
SD(X)	Special Development District Ski Connection Commercial
SD(JHS)(Miller)	Special Development District Jordan H.S./Miller Development
MU	Mixed-Use District

15A-04-06 Office/Industrial Districts

Abbreviated Designation	Zone District Name
PO	Professional Office District
CBD-O	Commercial - Central Business District - Office Sub-District
ID	Industrial Development District
RD	Research Development District
SD(PO-Alvey)	Special Development District Professional Office SD(PO-ALVEY)
SD(PO/MF)	Special Development District Professional Office/Multi-Family

Abbreviated Designation	Zone District Name
SD(PO/R)	Special Development District Professional Office/Residential
SD(P)	Special Development District Professional Office SD(P)

15A-04-07 Open Space/Institutional Districts

Abbreviated Designation	Zone District Name
IC	Institutional Care District
H	Hospital District
OS	Open Space District
SD(OS)	Special Development District Open Space
SD(EH)	Special Development District Elderly Housing
SD(H)	Special Development District Hospital

15A-04-08 Overlay Districts

Abbreviated Designation	Zone District Name
TND	Traditional Neighborhood Overlay District
RCD	Residential Conservation Overlay District
SCD	Storefront Conservation Overlay District

15A-04-09 Location and Boundaries of Districts

The locations and boundaries of the zone districts are established as they are shown on the map entitled Zoning Map, Sandy City, Utah. Where uncertainty exists as to the boundaries of districts as shown on the Zoning Map, the following rules shall apply.

- A. **Roads, Streets, Highways, or Alleys.** Boundaries indicated as approximately following the center lines of roads or streets, highways, or alleys shall be construed to follow such center lines.
- B. **Platted Lot Lines.** Boundaries indicated as approximately following platted lot lines shall be construed as following such lot lines.

- C. **City Limits.** Boundaries indicated as approximately following City limits shall be construed as following such City limits.
- D. **Streams or Canals.** Boundaries indicated as approximately following center lines of streams or canals shall be construed to follow such center lines.
- E. **Extensions and Distances.** Boundaries indicated as parallel to or extensions of features indicated in subsections A through D above shall be so construed. Distances not specifically indicated on the Zoning Map shall be determined by the scale of the map.

15A-04-10 Boundary Interpretation

Where physical or cultural features existing on the ground are different than shown on the Zoning Map, or in other circumstances not covered by subsections 15-04-09(A) through (D) above, the Director shall interpret the district boundaries. Any appeal of boundary interpretation shall be made to the Board of Adjustment.

15A-04-11 Applicability of Zoning Districts

The standard Commercial, Office, and Industrial Districts are defined as follows:

- A. **Central Business District (CBD).** This district is established to stimulate economic development by providing a unique planning environment for large scale regional commercial, office development, and mixed use development including residential adjacent to Interstate 15. This district encourages creative development and site design for regional commercial and office uses within planned commercial centers which will serve the south valley area.
 - 1. **Central Business District - Parkway Subdistrict (CBD-P).** This district is established as a sub-district within the CBD District to encourage "main street" type development along the Centennial Parkway corridor between 10000 South and the ring road of the South Towne Mall. This district extends east and west of the Centennial Parkway right-of-way for approximately 100 feet.
 - 2. **Central Business District - Office Subdistrict (CBD-O).** This district is established as a sub-district within the CBD District to encourage office, hotel, and regional governmental uses.
 - 3. **Central Business District - Arts and Culture Subdistrict (CBD-A&C).** This district is within the CBD Zone to create an environment wherein arts, entertainment and recreational uses may be integrated into mixed use developments using standards which are designed to be pedestrian friendly.
- B. **Auto Mall District.** This district is established to provide standards for the development of

land parcels within the Auto Mall Development Area Master Plan.

1. **Dealership Subdistrict (AM-D)** This subdistrict is established to provide standards for the development of land parcels within the Automall District - Dealership Subdistrict for car dealerships.
 2. **Commercial Area Subdistrict (AM-C).** This subdistrict is established to provide standards for the development of land parcels within the Automall District - Commercial Area Subdistrict for commercial uses (including car dealerships and other commercial uses).
- C. **Regional Commercial District (RC).** This district is established to stimulate economic development by allowing for a diversity of land uses in areas of the City that are accessible to regional transportation facilities and developed within planned commercial centers. This district is intended to stimulate creative development and site design for highway commercial uses.
- D. **Regional Commercial - Planned Unit Development District (CR-PUD).** This district is established to provide for an area of diverse but integrated commercial and industrial uses. Emphasis is placed on achieving an aesthetically attractive, functional area of wide ranging commercial and industrial activity.
- E. **Community Commercial District (CC).** This district is established to allow for retail businesses and related uses to be grouped together into well planned and designed planned commercial centers serving an area of one or more of Sandy planning quadrants and/or areas that may extend beyond Sandy City.
- F. **Neighborhood Commercial District (CN).** This district is established to allow for the creation of commercial centers to serve the convenience shopping and service needs of neighborhood areas of Sandy City within planned commercial centers. The Neighborhood Commercial District designation is intended for commercial developments that will relate to residential neighborhoods and will be compatible with residential character.
- G. **Neighborhood Commercial - Historic Sandy Neighborhood District (CN(HSN)).** This district is established to provide a viable commercial zoning district for those commercial areas which border the Historic Sandy Neighborhood. The zone is created to provide the convenience shopping and service needs of the surrounding neighborhood area, while at the same time providing guidelines for development to recognize and maintain the neighborhood's unique characteristics.
- H. **Historic Business District (HBD).** This district is established to address the unique characteristics of the Main Street/Center Street historical commercial area and those properties that are associated, through location or character, with the historic Main Street/Center Street commercial area of Sandy City.
- I. **Boulevard Commercial District (BC).** This district is established to provide guidelines for the development of properties fronting on 700 East north of 9000 South. Regulations are intended

to allow a selective variety of uses within planned commercial centers in a manner that will contribute to efficient traffic flow and architectural elements compatible with adjoining residential neighborhoods.

- J. **Limited Commercial District (LC).** This district is established for the development of well designed planned commercial centers and professional office developments that compliment each other and act as buffers to adjacent residential districts. It is intended that businesses in this zone will both enhance and blend into surrounding residential neighborhoods through creative architectural, development, and site designs.
- K. **Convenience Commercial District (CvC).** This district is established to allow for the development of well designed storefront commercial centers which are developments with clustered buildings oriented to the street (no parking in front setback), as opposed to stand alone buildings. Transit oriented uses are highly encouraged.
- L. **Professional Office District (PO).** This district is established to provide an area for professional and business offices, non-retail services, and other uses not including merchandising, warehousing, and manufacturing with business hours consistent with those of contiguous property. Developments adjacent to residential areas shall have a residential look to enhance compatibility. Developments adjacent to commercial zones shall act to buffer less dense residential developments or districts.
- M. **Industrial District (ID).** This district is established to provide for an area of diverse but integrated industrial and commercial uses. Emphasis is placed on achieving an aesthetically attractive, functional area of wide ranging industrial and commercial activity.
- N. **Mixed Use District (MU).** This district is established to provide a zone to be used near City transportation corridors that allows a mix of specific land uses that are typically found separately in mutually exclusive zoning districts. Mixed use represents a departure from characteristic zoning to the extent that it encourages a combination of land uses which might normally be regarded as incompatible.

The intent of these zones is to create self-sustaining villages that become walkable neighborhoods in which residents may walk to work, to shopping, to recreational facilities, and have access to mass transit. These neighborhoods are to provide a variety of housing opportunities and choices that include a range of household types, family sizes, and incomes. They shall provide convenient pedestrian commercial services, employment opportunities and shall be located in areas with existing, or probable future, multiple transportation choices. Design standards include requirements that help provide a true neighborhood by stipulating various mix of uses, build to lines, compact building design, preservation of open space, pedestrian friendly streets and streetscape, parking concealment, architectural control, and maintenance. Proposed developments with increased land intensity and housing density but without the above walkable elements are unacceptable and will not be approved.

- O. **Transit Corridor District (TC).** This district is established to provide a means by which the

Utah Transit Authority (or its successors) may develop and operate a public transportation system under consistent regulations. It is not the intent nor the purpose of this zone to exempt the operators of the public transportation service from Federal or State regulatory requirements governing rail service or other public transit regulations.

1. **Location.** The Transit Corridor District shall be located within the following described areas:
 - a. The main line corridor right-of-way of the Provo Subdivision Line of Union Pacific Railroad Company (formerly Oregon Short Line Railroad) as said line extends in a southerly direction from 10600 South of Sandy City, Utah, M.P. 786.10 of said subdivision, to the south boundary line of Sandy City.
 - b. The approximate 40 feet of the main line corridor right-of-way of the Provo Subdivision of Union Pacific Railroad Company (formerly The Denver and Rio Grande Western Railroad Company) as said line extends through Sandy City.
2. **Previous Agreements, Permits and Approvals Remain in Effect.** All previous agreements, permits, conditional use permits and other approvals entered into between Sandy City and the Utah Transit Authority for activities occurring within the existing Transit Corridor remain in effect and shall be enforced.
3. **Governing Regulatory Bodies for Transit Corridor.** The Utah Transit Authority or its successors are required to comply with all applicable regulations, requirements, laws, and obligations as specified by the following Federal and State agencies:

ACRONYM	AGENCY NAME
FRA	Federal Railroad Administration
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
EPA	Environmental Protection Agency
UDEQ	Utah Department of Environmental Quality
UDOT	Utah Department of Transportation
WFRC	Wasatch Front Regional Council
MAG	Mountainland Association of Governments

4. **Development of Public Transit.** The Utah Transit Authority or its successors shall be permitted to develop a public transit system within the Transit Corridor District consistent

with the inter local agreement. “Development of a Public Transit System” shall include the following activities:

Public Transit System. “System” means a surface public transportation facility that occupies a separate railroad right-of-way exclusively for public transportation or a shared railroad right-of-way with access rights for public transportation, including, by way of example, light rail, commuter rail, trolleys, guided bus ways, or similar technology for surface transportation purposes.

System includes all things necessary to construct and/or operate a public transportation facility within the Transit Corridor including all rails, fastenings, switches, switch mechanisms and frogs with associated materials, ties, ballast, signals, and communications devices (and associated equipment), passenger facilities, platforms, drainage facilities, automatic warning devices, traction power substations, overhead catenary systems, bumpers, roadbed, embankments, bridges, trestles, culverts, or any other structures or things necessary for the support thereof and, if any portion thereof is located in a thoroughfare, the term includes pavement, crossing planks and other similar materials or facilities used in lieu of pavement or other street surfacing materials at vehicular and pedestrian crossings of tracks, and any and all structures and facilities required by lawful authority in connection with the construction, renewal, maintenance and operation of any of the foregoing.

System does not include transportation facilities such as passenger terminals, park and ride facilities, maintenance facilities, or other auxiliary facilities, nor does System include development and use of facilities by the Utah Transit Authority within a Corridor for purposes other than public transportation such as billboards, telecommunication towers, and signage provided any regulation of such facilities would not interfere with the operation of the System.

- P. **Research and Development District (RD).** This district is established to provide locations for commerce, service, research and employment activities. Such locations and site improvements shall project a desirable appearance toward public streets and maintain compatibility with adjacent land uses.

Except for limited accessory and ancillary uses, and planned developments for areas east of Interstate 15, the RD District provides for employment locations which are characterized by office and compatible research, corporate headquarters, and campus-like development with substantial visual amenities which can function in areas close to residential areas as well as other similar uses within the RD District.

- Q. **Special Development (SD).** This district is established in order to allow the most efficient and creative development of lands that have unique or unusual characteristics. The SD District is intended to be used for development when it can be shown that no other zone classification would be adequate or appropriate for reasonable development.